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INTELLIGENCE

Page 65

A THREE-JUDGE panel of the U.S. Court of Appeals has rejected a request by the National Air Transportation Association for a stay of SFAR 52, which required installation of fire-blocking material in Part 135 aircraft by Feb. 24 (BA, Feb. 22/60). NATA is expected to file a request this week for en banc reconsideration of its motion. FAA officials said Friday they had received requests for extended time to comply with the fire-blocking rules from 217 operators of which 205 have been processed.

HOUSE AVIATION subcommittee is scheduled to hold a mark-up session on general aviation product liability legislation this Thursday. The legislation, H.R.2238, has approximately 175 co-sponsors.

MASSPORT is going all out to try and persuade residents of the Boston area that general aviation is the root cause of congestion at Logan Airport, including a full page ad in local newspapers and, according to one source present at the hearing, busing in "little old ladies" from East Boston and furnishing them with signs that read "If you want to fly recreationally, go fly a kite." The ad, which ran in the Boston Globe and Herald, quotes the recent report released by the Federal Trade Commission (see ad on the back of Page 70). Officials at FTC previously acknowledged that they had obtained much of their information about small aircraft from Massport (BA, Feb. 22/57).

GA GROUPS CALL MASSPORT PACE PROPOSAL 'OUTRIGHT DISCRIMINATION'

The Program for Airport Capacity and Efficiency (PACE) proposed by the Massachusetts Port Authority to reduce traffic congestion at Boston's Logan International Airport met with vehement opposition from several general aviation groups last week who said the proposal was "outright discrimination" and in violation of federal law. Massport Board of Directors is expected to make a final determination on the proposal, which could raise peak hour landing fees for general aviation to \$156 (BA, Feb. 8/41), at a meeting on March 16.

At the hearing Feb. 22, Aircraft Owners and Pilots Association said Massport's fee structure "has no bearing on reality...this is about cost recovery, this is about getting general aviation off the airport." Larry Burian, president of the National Air Transportation Association, said "forcing general aviation from the airport will only increase airline congestion and noise at Logan by encouraging additional airline activity." Burian said "by imposing an economic penalty, the Port Authority is discriminating against general aviation operations."

Speaking for the General Aviation Manufacturers Association, James Walsh, president and chief executive officer of Wyman-Gordon Company and GAMA board chairman, said the proposal "has absolutely no merit and imposes an undue burden on interstate commerce." Walsh said the most practical way of increasing airport capacity is to "complete development of runway 14/32 for general aviation and commuter use." Regional Airline Association President Duane Ekedahl said the loss in economic activity from the reduction of regional airline service could total \$163 million and translate into the loss of more than 5,000 jobs throughout the New England area. He said "in accepting over \$4 million in federal airport grants since 1982, Massport agreed to provide access to Logan on fair and reasonable terms without discrimination."

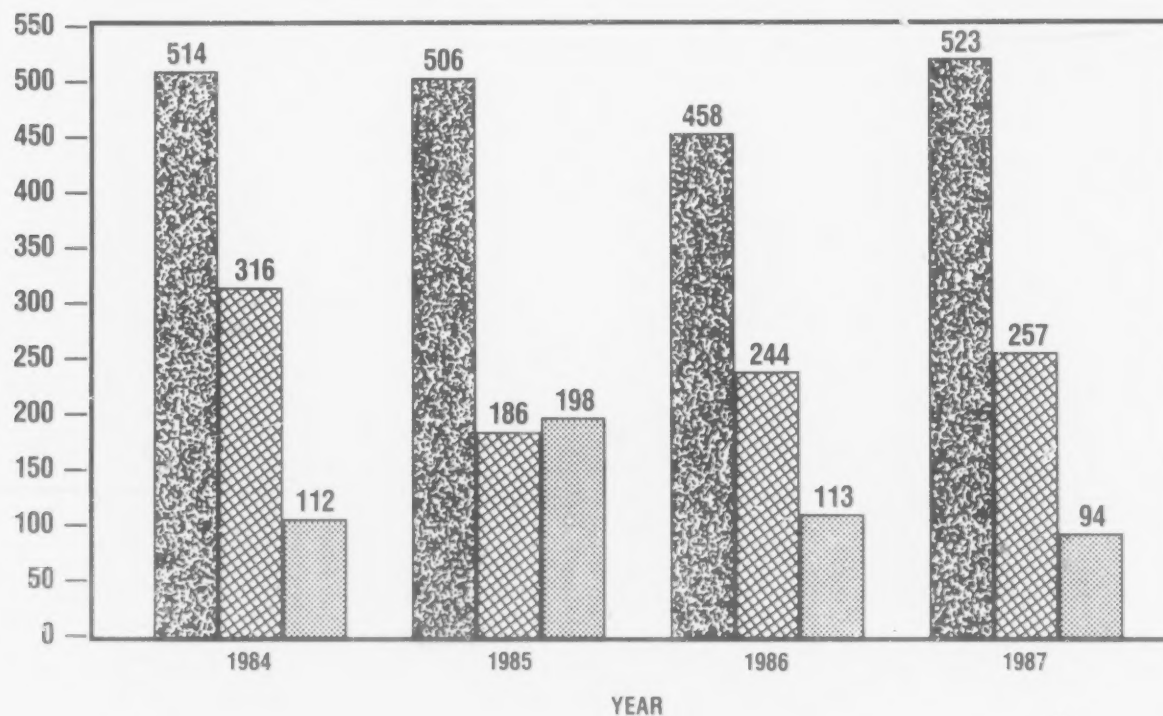
Thomas Champion, assistant to the executive director at Massport, said the board "received some
(Continued on the following page)

NOW ONLINE WORLDWIDE



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USED RETAIL JET DELIVERIES - NORTH AMERICA



LIGHT



MEDIUM



HEAVY

SN601 Corvette
 Beechjet 400
 Citation 1 + 2
 Falcon 10 + 100
 I.A. 1121 A/B/C Commodore Jet
 Lear Jet 23/24/25/28/29/35/36
 MU300 Diamond 111A/2
 MS760 Paris Jet

Citation 3
 Falcon 20/200
 BAE 125 (All Models)
 I.A. 1123/1124/1124A Westwind
 I.A. 1125 Astra
 Lear Jet 55/55ER/55LR/55XLR/55C
 Sabreliner (All Models)

CL600/601 Challenger
 Falcon 50/900
 G115+ Gulfstream 2/2B/3/4
 Lockheed Jetstar (All Models)
 All Airliner Type Jets
 Such as Boeing 707 and similar type aircraft

USED JET, TURBOPROP DELIVERIES INCREASED WORLDWIDE IN 1987 -- Retail deliveries of used business jet and turboprop aircraft increased in both North America and the rest of the world during 1987. The worldwide delivery figures for used aircraft were compiled by Aviation Data Service of Wichita, Kan., which specializes in the collection of aircraft delivery and fleet information for both general aviation and air carrier markets.

Used retail jet deliveries in North America numbered 874 last year, an increase of 59, or 7.2 percent, from the 815 delivered in 1986 (see charts on the back of Pages 66-69). Percentage increase was even greater outside North America as used jet deliveries rose from 171 in 1986 to 191 last year, a gain of 11.6 percent. The number of used jet deliveries outside North America was the highest in the past four years and Aviation Data officials said the continuing decline in the value of the U.S. dollar compared to many foreign currencies has made aircraft an attractive purchase for foreign buyers.

Deliveries of used turboprops to North American customers rose from 962 in 1986 to 1,039 last year, an increase of eight percent, but well short of the 1,216 retail deliveries in 1985. Outside North America, deliveries of used turboprops was up 10.8 percent, from 258 in 1986 to 286 last year.

AOPA SEEKS GOV. DUKAKIS' INVOLVEMENT IN MASSPORT ISSUE -- Aircraft Owners and Pilots Association has sent a letter to Massachusetts Governor and Democratic presidential candidate Michael Dukakis urging his assistance in the withdrawal of PACE, the capacity program proposed by the Massachusetts Port Authority at Logan Airport. In the letter, AOPA President John Baker asked Dukakis to "use your influence with Massport officials in a manner which would clear the way for an open and honest dialogue between interested parties who are becoming more polarized each day." Baker referred to a speech made by Dukakis in Bangor, Maine, in which Dukakis indicated he was having "second thoughts" about the PACE plan and would "try to make whatever adjustments may be needed to accommodate lawmakers who oppose PACE." Baker said "this comes as extremely encouraging news to many air travelers who depend on general aviation and commuter access to Logan, access which, in effect, will be foreclosed if PACE is approved."

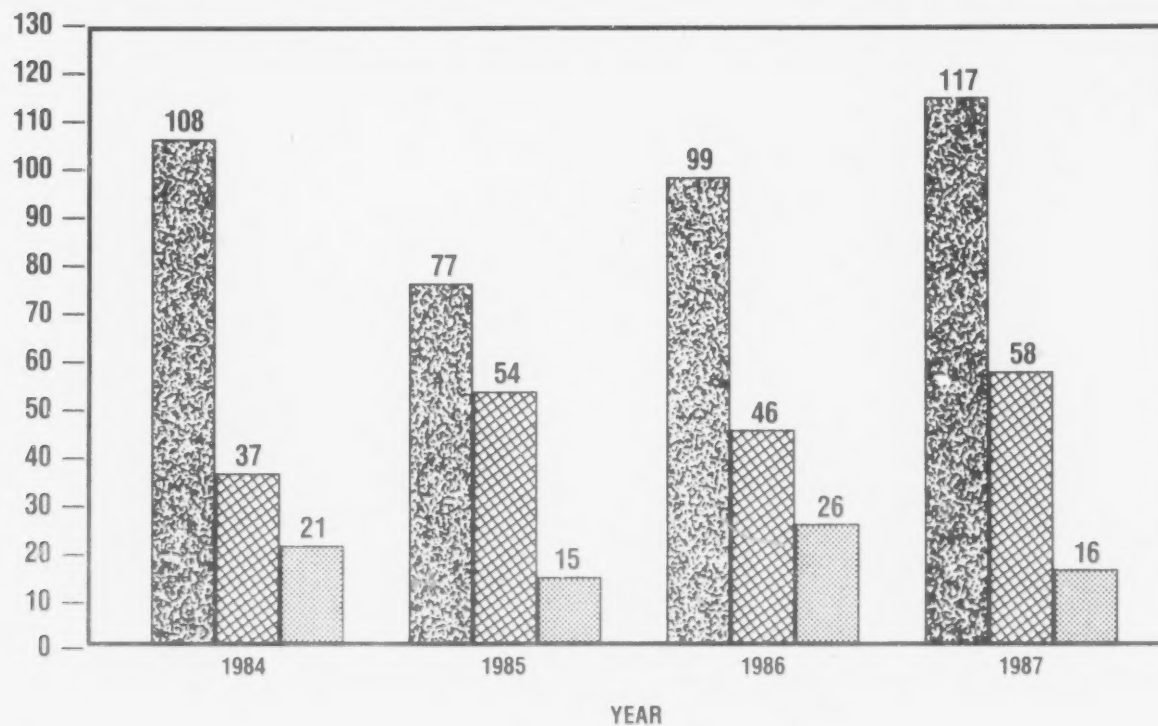
MANDATORY SERVICE BULLETIN AFFECTS 2,800 BEECH AIRPLANES -- Beech Aircraft Corp. issued a mandatory service bulletin last week to operators of some 2,800 Beech airplanes, calling for immediate inspection of the Inconel nut used in the lower forward wing attachment fitting on the affected aircraft. Beech, which has asked FAA to adopt an airworthiness directive incorporating the provisions of the service bulletin, said cracks were found in Inconel nuts on two aircraft. "Investigation by the hardware supplier revealed that a limited number of nuts had been over-crimped during manufacture, making them susceptible to sustaining a crack during installation." Since identification numbers are not stamped on the suspect nuts, they will have to be replaced in all aircraft that used that type of nut.

The service bulletin, SB 2248, applies to: Model 90, A90, B90, C90, C90-1, early C90A, E90, 100, A100 and B100 series King Airs; Beech 99, A99, A99A and B99 aircraft, and Model 65, 70, 80 and 88 Queen Airs in which Inconel hardware has been installed. Beech emphasized that the two incidents of cracked nuts were found during inspections and that there have been no accidents or incidents as a result of the problem. The cracks did not result from fatigue in service.

Beech said compliance with the SB will entail a one-hour inspection, after which aircraft can be returned to service if no cracks are found. The company emphasized that nuts which pass inspection should not be removed from the aircraft at this time as they would then be subjected to the stress of another installation procedure. The nut manufacturer is producing replacement hardware, which will be readily identifiable.

HELIBRAS/AEROSPATIALE WINS BRAZILIAN HELICOPTER CONTRACT -- Helibras, the Brazilian helicopter manufacturer jointly owned by Aerospatiale, Engesa and the state of Minas Gerais, was awarded a contract this month for 52 attack and utility helicopters in a program expected to involve 366 aircraft (BA, Feb. 1/33). Brazil selected the Aerospatiale AS-350L1 Ecureuil, which it calls the CH-50 Esquilo, for its reconnaissance/attack mission, and the SA-365FK Dauphin 2 for its utility/assault role. Helibras will provide 16 Ecureuils and 36 Dauphins as the first installment of the program, which is expected to continue over the next 20 years. The value of the contract wasn't disclosed. An industry source said that the timetable for full local production of the Esquilo will be accelerated.

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



LIGHT



MEDIUM



HEAVY

SN601 Corvette
 Beechjet 400
 Citation 1 + 2
 Falcon 10 + 100
 I A 1 1121 A/B/C Commodore Jet
 Lear Jet 23/24/25/28/29/35/36
 MU300 Diamond 11A/2
 MS760 Paris Jet

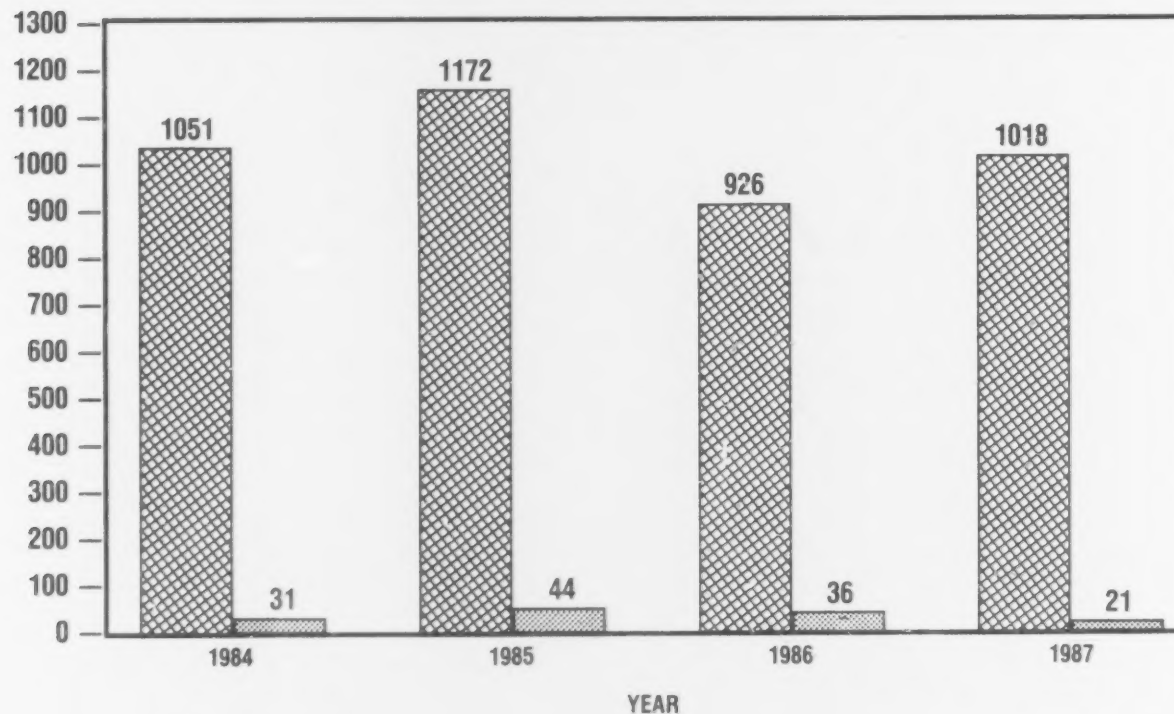
Citation 3
 Falcon 20/200
 BAE 125 (All Models)
 I A 1 1123/1124/1124A Westwind
 I A 1 1125 Astra
 Lear Jet 55/55ER/55LR/55KLR/55C
 Sabliner (All Models)

CL600/601 Challenger
 Falcon 50/900
 G1159 Gulfstream 2/2B/3/4
 Lockheed Jetstar (All Models)
 All Airliner Type Jets
 Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

FEBRUARY 88

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



MEDIUM



HEAVY

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merini/Metro (All Models)

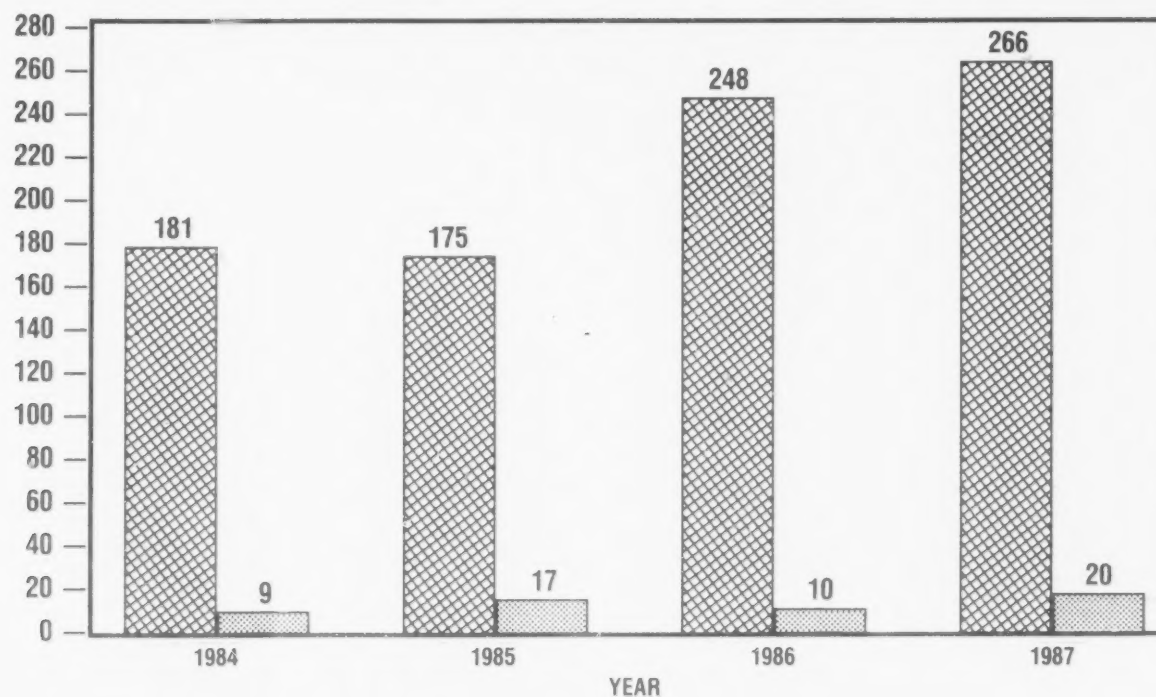
G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

FEBRUARY 1988

680

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



MEDIUM



HEAVY

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

G159 Gulfstream I
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

FEBRUARY 1988

STATUS OF AIRPORT & AIRWAY TRUST FUND

DECEMBER 31, 1987

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	\$ 10,235,583,629.33	\$ 9,934,926,899.36
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	5,110,000.00	17,387,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	1,784,000.00	2,234,000.00
2. Non-commercial 9 cents tax	1,859,000.00	5,602,000.00
3. Non-commercial 3 cents tax	1,056,000.00	2,304,000.00
4. Transp by air, seats, berths, etc.		
	201,028,000.00	697,906,000.00
Use of international trav fac	5,998,000.00	25,459,000.00
Transp of property and cargo	12,986,000.00	42,509,000.00
Total Tax Receipts	229,821,000.00	793,401,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	260.00	260.00
2. Any liquid fuel except gas	1,090,930.00	1,090,930.00
3. Gasoline -Retailer's tax	0.00	0.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	1,091,190.00	1,091,190.00
Net Tax Receipts	228,729,810.00	792,309,810.00
C. Interest on Investments	413,955,274.80	423,732,751.05
Net Receipts	642,685,084.80	1,216,042,561.05
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	0.00	0.00
2. Grants-in-aid for airports	106,843,157.00	248,875,128.30
3. Facilities & equipment	123,576,731.96	237,861,367.93
4. Research engineering & development		
	17,485,434.06	33,869,573.07
B. NOAA weather services	7,072,750.00	7,072,750.00
C. Interest on Refund of Taxes	62,230.00	62,230.00
Total Expenditures	255,040,303.02	527,741,049.30
IV. BALANCE - END OF PERIOD	10,623,228,411.11	10,623,228,411.11
ASSETS :		
Undisbursed Balances:		\$
Airport & Airway Trust Fund	1,367.42	
Operations	-1,625.59	
Grants-in-aid for Airports	-16,411,534.60	
Facilities & Equipment	10,784,954.37	
Research Engineering & Development	7,981,249.51	
NOAA weather services	0.00	
Investments :		\$ 2,354,411.11
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing June 30, 1988	\$ 10,620,874,000.00	
Total Assets		10,623,228,411.11
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		\$ 10,623,228,411.11
Total Liabilities and Equity		10,623,228,411.11

NOTE

ONLY THE FOLLOWING PAGES OF THIS

PUBLICATION HAVE BEEN FILMED

Pages: 89, 90a, 91a, 92a, 93a,

94a
